TRANSPORTATION HISTORY

Senior Transportation Officer Qualification Course
U.S. Military Transportation History

Motivator

In this lesson, you will learn about the events, inventions and challenges that shaped the Transportation Corps mission.

Knowing how technologies and circumstances were transformed into solutions will prepare you to meet future challenges.

As a Senior Transportation Officer, your application of lessons learned will enable you to provide leadership that will help you and others accomplish transportation missions.

Like most entities, historical events and technologies have shaped the Transportation Corps into the organization it is today.

In this lesson, you will learn about these developments as well as the proud traditions still practiced.

Your acknowledgement and pride in the accomplishments of the Transportation Corps will be a source of inspiration to you and those you lead.

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Lead-in

LEAD-IN

As a Senior Transportation Officer, you will become part of a proud military heritage that inspires stories of courage and ingenuity to accomplish the mission.

Efficient and reliable transportation can mean success or failure to a military effort in both war and peace.

The Army's expertise in transportation has met these challenges and will meet those yet to come:

- The war of independence that founded our nation
- World Wars that preserved democracy's existence in the world
- Rescue and humanitarian missions around the globe

TRANSPORTATION HISTORY

This is the Main Menu for the U.S. Military Transportation History lesson.

This lesson will include information about the Transportation Corps' mission, a glimpse of its history, the challenges it meets, and your role as a Senior Transportation Officer to sustain our Soldiers and support humanitarian efforts around the globe.

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U.S. Army Transportation Corps - Evolution

Prior to its establishment as a service branch, a number of entities as far back as the American Revolution supported the Transportation Corps mission.

Prior organizations that performed transportation support included:

- Wagonmaster General
- Wagon Department
- Boat Department
- Quartermaster Corps
- Services of Supply
- Motor Transport Corps
- Logistics Corps

Established in 1942, the U.S. Army Transportation Corps is one of the Army's youngest service branches.

It evolved from necessity and need into a forward-looking service branch that develops doctrine and technologies to sustain and improve the movement of personnel and materiel.

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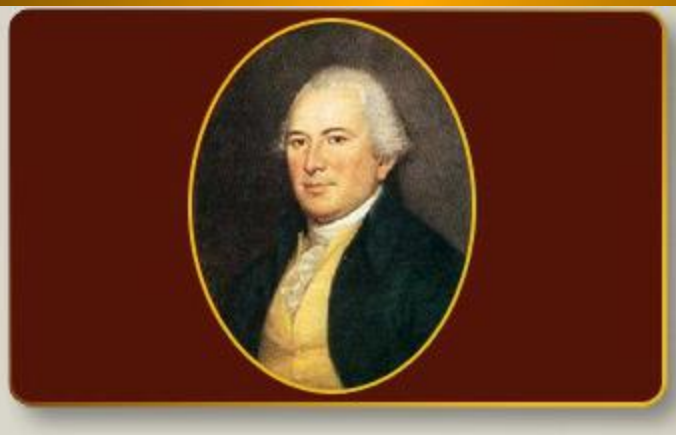
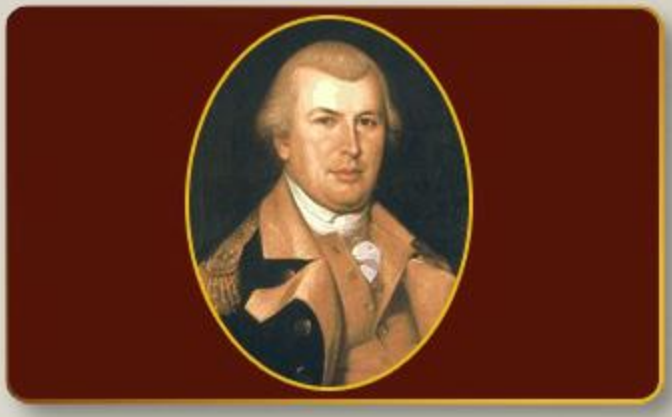


1775
On August 14, 1775, General Washington appointed a Philadelphia merchant Thomas Mifflin as the first Quartermaster General. At that time, it was a position that required a good sense of business and military skill.

During the campaign of 1776, the Continental Congress created a Wagon Department that had full responsibility for overland transportation.

Timeline Narration 1775:
In 1775, support needs were escalated by the conflict between the colonies and the British. Leaders and Soldiers were drawn from available colonists and experience in essential areas was highly prized.



1778
Quartermaster General Nathanael Green created the Boat Department. The department built and hired boats for the Army.

Timeline Narration 1778:
Because roads were few and the British controlled the seaports, riverways were a critical supply link. By 1778, acquiring more boats was the answer to supplying colonial troops.

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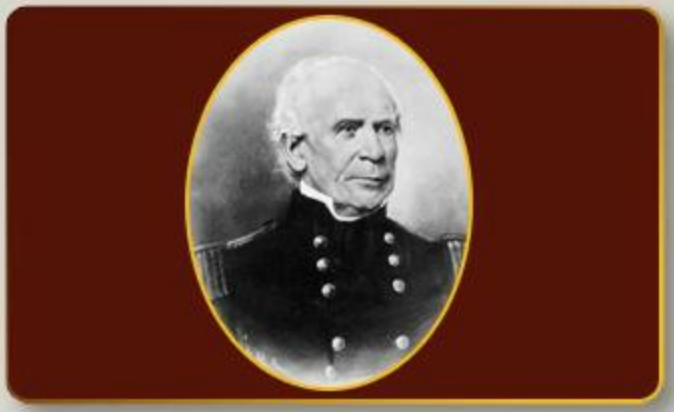

1818
In 1818, President James Monroe appointed General Thomas S. Jesup as Quartermaster General. He was known as Father of the Modern Quartermaster Corps.

General Jessup:

- Initiated programs that improved the transportation capability of the U.S. military.
- Built the Great Military Road of 1836 which linked the far flung ports of the west with the industrial bases of the east.
- Used the steamship for amphibious landings.
- Encouraged the United States expansion to the west.
- Served as Quartermaster General for 42 years.

Timeline Narration 1818:
Thomas Jesup's appointment as Quartermaster General lasted for 42 years. Military transport was greatly influenced by his vision and was better prepared for future events.

1855
The U.S. Army experimented using camels as pack animals in the Southwest for several years. The experiment was successful, but the Civil War interrupted the effort and it was never resumed.

Camels are proving their worth again during Middle East operations in the 21st century.

Reminiscent to Army movements in protecting the American west, pack mules are used in pack mule operations in Afghanistan and the Middle East in the 21st century.

Timeline Narration 1855:
Transporters are known for their ingenuity to get the job done. In 1855, this extended to the use of camels in the United States. Camel and pack mule use is still seen outside the U.S..

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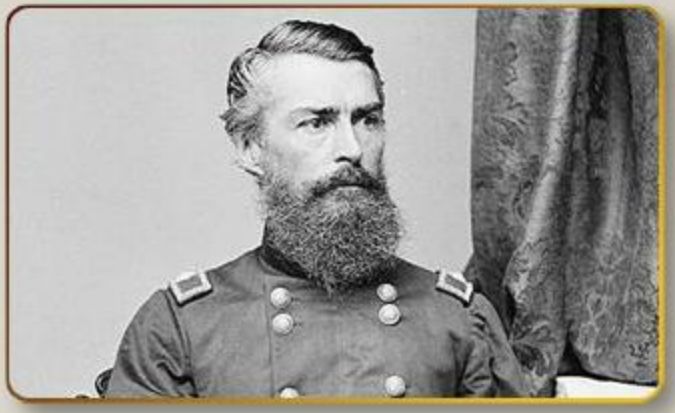
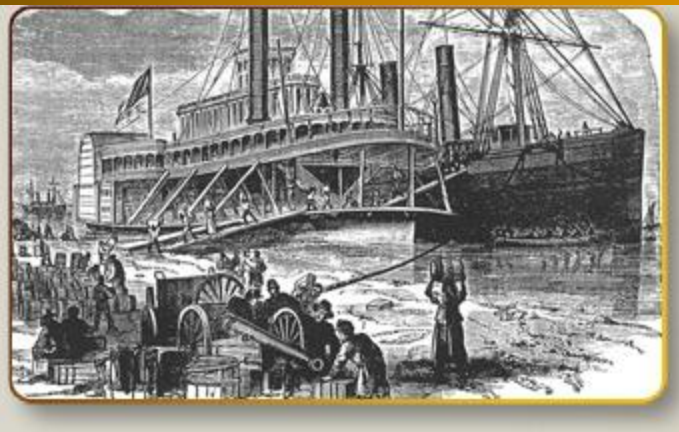


1862
Secretary of War Stanton appointed Herman Haupt as Chief of Construction and Transportation for the Department of the Rappahannock.

Within five months, he rose from Colonel to Brigadier General as he served to oversee construction and administration of the U.S. Military Railroad (USMRR) in the Washington D.C. area.



1864
By 1864, five of the nine divisions in the Quartermaster Department dealt exclusively with transportation.

Timeline Narration 1862:
The Civil War was the first to incorporate modern technologies, such as, the railroad and steam boats. The use of these technologies was frequently contingent upon the Army's ability to construct them.

Timeline Narration 1864:
As the Civil War continued, it became apparent that transportation was a critical capability to supply and move troops further into enemy territory.

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1898
Under the Quartermaster Department, the Army Transport Service (ATS) was formed to supply sea transport after the landing failures of the Spanish-American War.

Army-owned vessels were largely run by civilian merchant mariners; vessel names were preceded by USAT (U.S. Army Transport).

1918
During this period, various military organizations evolved to more efficiently integrate modern technologies:

- General Order No. 75, dated 15 August 1918 created the Motor Transport Corps (MTC).
- Former railroad executive William Wallace Atterbury was appointed as the Director General of Transportation of American Expeditionary Forces (AEF)

Timeline Narration 1898:
As the Army realized the importance of transportation on the continent, it learned some hard lessons when landing Soldiers on foreign soil. Better ships, as well as, improved debarkation and embarkation systems were desperately needed.

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1920
In 1920, a reorganization of the Army kept the Quartermaster Corps in control of transportation, including the Motor Transport Corps.

Timeline Narration 1920:
In 1920, a reorganization of the Army kept the Quartermaster Corps in control of transportation.

1942
In March 1942, military transportation functions were taken from the Quartermaster Corps and given to the Transportation Service of the newly created Services of Supply.

On 31 July 1942, President Roosevelt, faced with the largest mobilization in history, established the Transportation Corps.

Timeline Narration 1942:
Transportation functions went through two evolutions during 1942. Eventually, a dedicated corps was created to meet military transportation needs.

TRANSPORTATION HISTORY

1950
On 28 June 1950, President Truman made the Transportation Corps a permanent branch of the Army.

General Frank S. Besson became the first transporter to reach the rank of a four-star general. He exploited the use of special purpose containers, vehicles, equipment and ships.

1986
On 31 July 1986, the Transportation Corps was inducted into the U.S. Army Regimental System, heralding a new era in Transportation.

Timeline Narration 1950:
Transportation was increasingly shown as a critical element that required specific capabilities. In 1950, the Transportation Corps became a permanent branch of the Army.

Timeline Narration 1986:
When inducted into the U.S. Army Regimental System, the Transportation Corps carried with it and developed further the proud heritage it demonstrates through its actions and dedication to the mission.

TRANSPORTATION HISTORY

2008
The Logistics Corps was established in 2008. This resulted in a merging of the officers, Senior Captains and higher, and the Sergeant Major from the Transportation Corps, Quartermaster Corps, and the Ordinance Corps. It combines all Logisticians into Multi-Functional Logisticians.

Timeline Narration 2008:
Supply, transportation, and logistics must work as partners to get Soldiers and supplies to where they are needed. The creation of the Logistic's Corps merges the leadership of these partners resulting in a more cohesive agile force.

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Mission

The Transportation Corps provides a full spectrum of transportation capabilities at the tactical, operational, and strategic levels of war.

This enables a CONUS-based and forward-deployed Army to rapidly deploy, distribute, and maneuver forces, equipment, and materiel anytime, anywhere in support of the National Military Strategy.

Today, the Transportation Corps operates using various transportation modes and has the skill sets to support and deploy forces worldwide.

The Transportation Corps constantly trains and prepares for operations in various conditions of weather and terrain.

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Modes of Transportation

Deploying personnel worldwide involves the use of various modes of transportation.

As a Senior Officer in the Transportation Corps, you must be prepared to use any of these modes of transportation to move goods, equipment, or personnel:

- Towing
- Self propulsion
- Railways
- Highways
- Waterways/Oceans
- **Logistics Over the Shore (LOTS)**
- Airways

Transportation Corps training and doctrine support a diverse set of skills and capabilities.

Your knowledge of the skills and assets needed to utilize these transportation modes will be instrumental in performing your duties as a Senior Transportation Officer.

Logistics Over the Shore

This carrier type uses smaller watercraft or aircraft to move personnel or materiel to shore when:

- Port facilities do not exist
- There is a need to augment existing port facilities
- Access denied by enemy action
- The lines of communication need to be shortened

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Strategic Vision

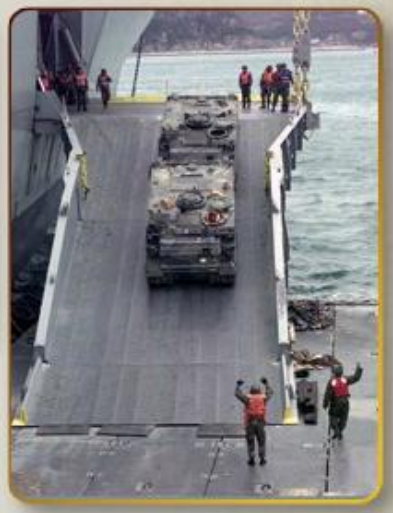
The Transportation Corps is transforming with the Army and worldwide movement of units, personnel, equipment, and supplies.

The focus of the Transportation Corps is to move critical resources:

- Rapidly
- Under positive control
- Through an integrated, transportation-based global distribution system
- From the source to the combatant commander

To do this the Transportation Corps:

- Leverages emerging technologies
- Thrives on the digitized battlefield
- Provides movement control and in-transit visibility
- Guides delivery to deployed forces in a dynamic, nonlinear battlefield in accordance with the Chief of Staff of the Army's goals



As a Senior Transportation Officer, your leadership will play a key role in executing the strategic vision of the Transportation Corps.

The vision, enthusiasm and willingness of its personnel to adapt to changing technologies and conditions, create the agility and ingenuity needed to cope with a changing operational environment.

As you examine the history that propelled the Corps development, and the Soldiers that met the challenge, you will be able to inspire others to meet the challenges of tomorrow.

We are the Transportation Corps; The Spearhead of Logistics. Nothing Happens Until Something Moves!

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Key Points

The following key points were discussed, to include the Transportation Corps:

KEY POINTS

- Establishment
- Mission
- Modes of transportation
- Strategic vision

The evolution of the Transportation Corps is based on needs of the past and anticipation of future requirements and challenges.

This has shaped the establishment of today's Transportation Corps, including its mission and its expertise in using various modes of transportation to meet its strategic vision.

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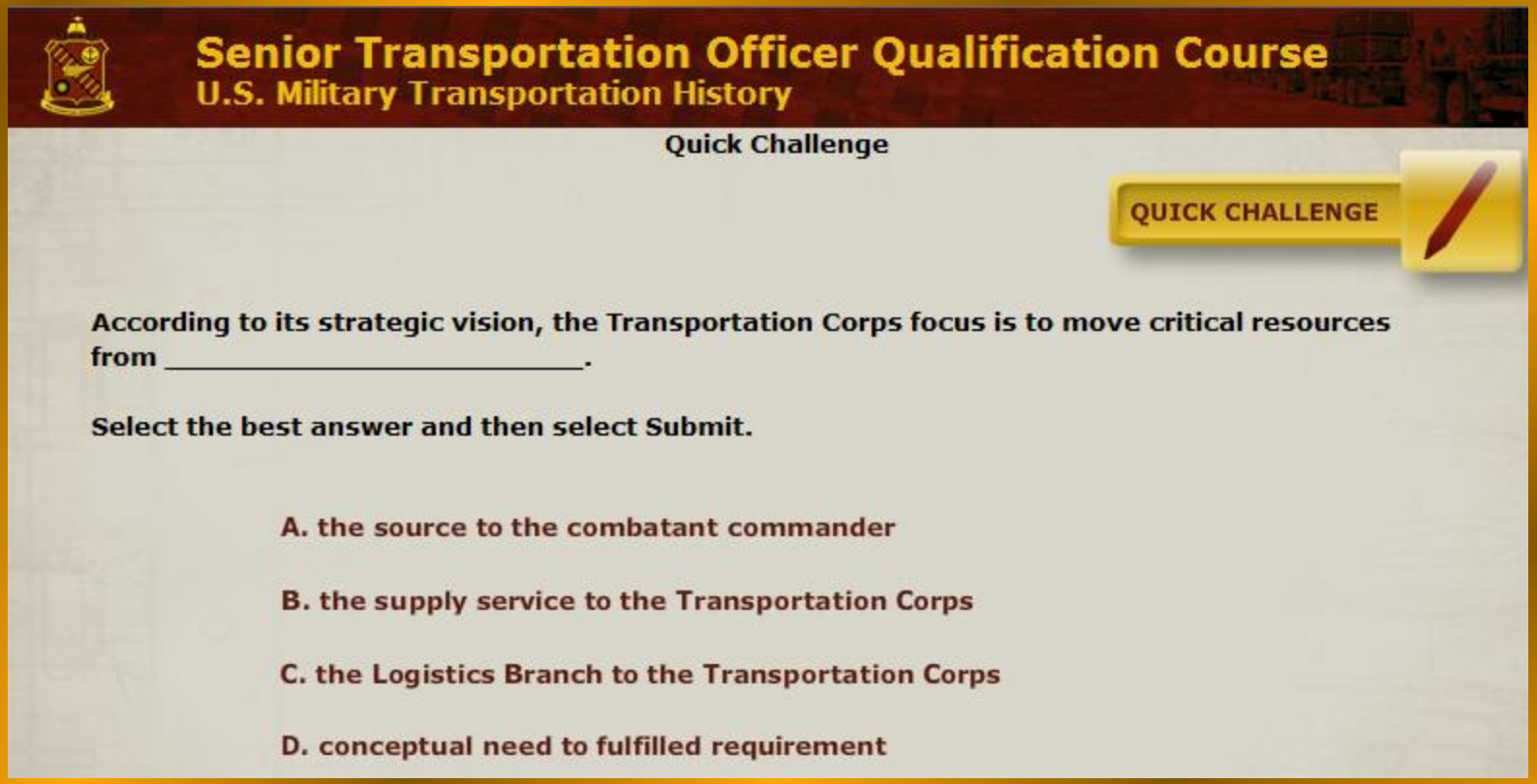

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Battle Analysis - Using History

The U.S. Army uses a process called Battle Analysis to study battles, campaigns, and other operations. You can use it as a general guide to ensure that significant actions or factors affecting the outcome of a battle or operation are not overlooked.

The objective of battle analysis is to help military professionals understand some of the constants that govern military actions, as well as the multitude of variables.

Throughout this lesson, you may want to make note of some of these events and return to study them more thoroughly. Conducting a battle analysis will enhance your perspective in meeting transportation challenges as a Senior Transportation Officer.

Four important steps define the battle analysis process.

Select each step to learn more.

Battle Analysis is a process used to study battles, campaigns, and other operations.

This process can give today's Army leaders insight into problems they may encounter in contemporary operations.

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Define the Subject

This step decides which battle, campaign, or other operation will be studied. Factors to consider in choosing a subject include:

- Determine whether there are sufficient resource materials, what types of materials, and any possible bias.
- Determine the subject parameters; what, where, when, and who.
- Identify the object of the study by selecting a subject appropriate to the level of operations and types of lessons desired.

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Four important steps define the battle analysis process.

Select each step to learn more.

Set the Stage

This step examines the strategic, operational, and tactical situations at the beginning of the operation chosen.

During this step, the foundation of the study is established by reviewing the context of the operation considered (tactical, strategic) in relation to the study purpose and intended audience.

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Describe the Action

This step reviews the conduct of the operation and looks for key events or decisions that affected the outcome. A goal of this step is to impose order to chaotic events.

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Four important steps define the battle analysis process.

Select each step to learn more.

Draw Lessons and Insights

The last step involves analyzing the information gathered in the previous steps to formulate lessons and derive insights about contemporary operations.

Your analysis should help you answer the following questions to guide your application of lessons learned:

- Why did events turn out the way they did?
- What is relevant about this study to current operations?
- Who won? Who lost? Is determination of victory or defeat possible, or even meaningful?
- What were the constants that affected the outcome?

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History of Army Transportation

As a Senior Transportation Officer, it is helpful to look at both the successes and failures of past transportation missions.

The review of past transportation challenges builds a respect for future challenges and an increased awareness of circumstances that can influence outcomes.

These events and innovations also played an important role in the formation of the core competencies now practiced by the Transportation Corps.

A relevant step in your introduction to the transportation mission, is an overview of events that shaped the current Transportation Corps.

The following screens will share those events and innovations that played an important role in the formation of the core competencies practiced today.

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Revolutionary War

There were no major roads in colonial America.

Lack of roads and nearly impassable roads hampered overland routes.

Building an American unit for **overland transportation** presented these challenges:

- Army regulars lacked skills to drive and care for horses
- Experienced wagoneers were not attainable due to low wages paid by the Continental Congress compared to the private sector

The starvation of American troops at Valley Forge was not due to lack of supplies, but the inability to get supplies that were only three days away.

Supplying forces in remote, primitive regions of the world presents similar challenges to those faced during the Revolutionary War.

Overland transport was more difficult not only because of the lack of roads, but also due to the lack of trained wagoneers.

Conestoga Wagon

The Conestoga wagon pulled by four to six horses could carry 3 to 4 tons of goods on long trips, a maximum of 5 tons when food for horses was not carried. Its high wheels enabled it to cross large streams; its sturdiness allowed passage on rutted roads and rocky terrain.

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Waterways

The easiest way to travel from one colony to the other was by sea.

The following circumstances influenced transportation over water:

- British Navy vessels controlled the seas and coast, but not the river ways.
- Rivers became the major mode of transportation for American Soldiers and supplies.

Rivers were successfully used in the first stage of the American Army's march to the victory at Yorktown.

British Navy vessels controlled the seas and coast, but not the rivers.

This made riverways the main mode of transportation for American Army personnel and goods.

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Key Points

KEY POINTS

The following key points were discussed:

- Types of military history
- Battle analysis
- Transportation during the Revolutionary War

You have learned ways to approach history and the transportation challenges faced during the Revolutionary War.

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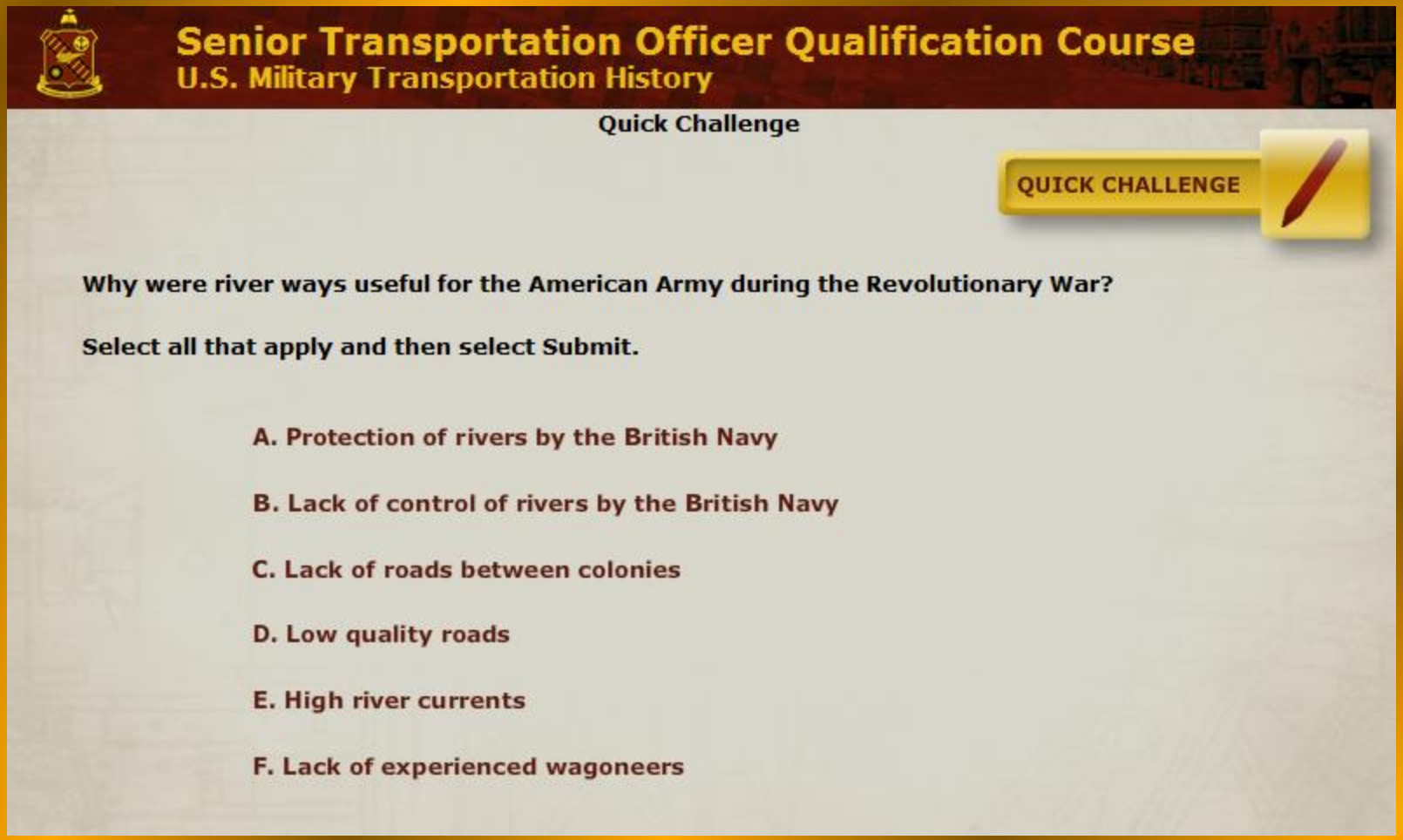

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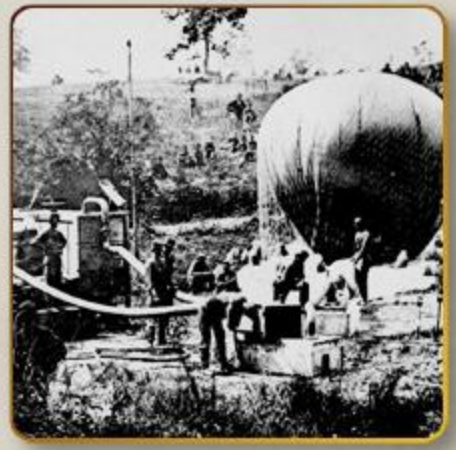
Civil War

The American Civil War was the first war to expand a continent and utilize modern technologies such as:

- Railroad
- Steamships
- Armored ships
- Telegraph
- Balloons for observation

This expanded the capabilities for Force Projection and sustainment.

A number of battles were won because field commanders could now move troops and supplies swiftly and efficiently.



The American Civil war was the first to span a continent and utilize modern technologies of rail, steam, armored ships, telegraph, and balloons.

As technologies grew, capabilities improved and required additional skills for transportation and sustainment.

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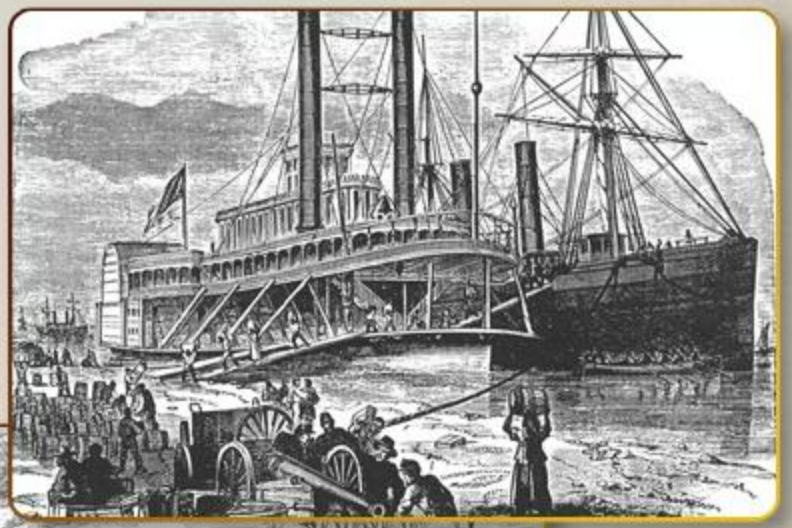
Reliability

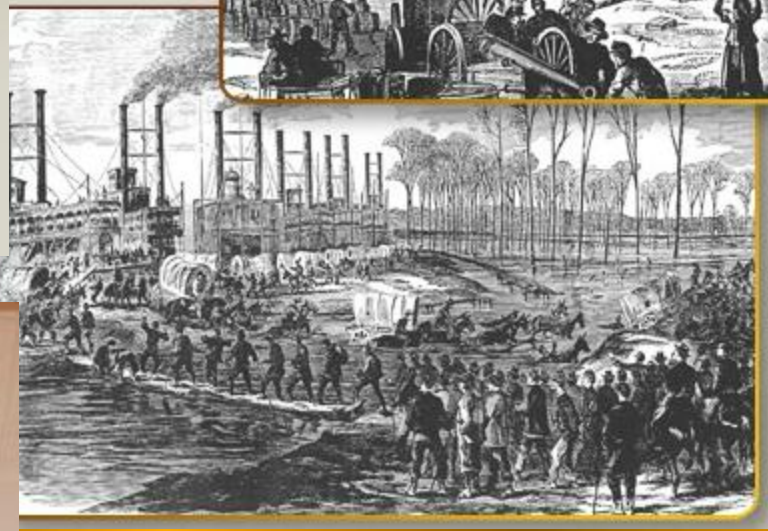
Despite the speed advantage of rail, river transport was deemed the most reliable and capable of carrying more supplies and Soldiers compared to rail.

An Army supply officer calculated that an ordinary Ohio River steamboat of 500 tons would carry enough supplies on one trip to subsist an army of 40,000 men and 18,000 horses for nearly two days. This was the equivalent of five 10-car freight trains.

During the Civil War, as in the Revolutionary War, the rivers provided a reliable mode of transportation.

If waterways were available, steamboats were considered an efficient means of transport despite their slower speeds.





General Sherman had an opinion about railroads; this quote from the "Sinews of War":

"We are much obliged to the Tennessee [River] which has favored us most opportunely, for I am never easy with a railroad which takes a whole army to guard, each foot of rail is essential to the whole; whereas, they can't stop the Tennessee, and each boat can makes its own game."

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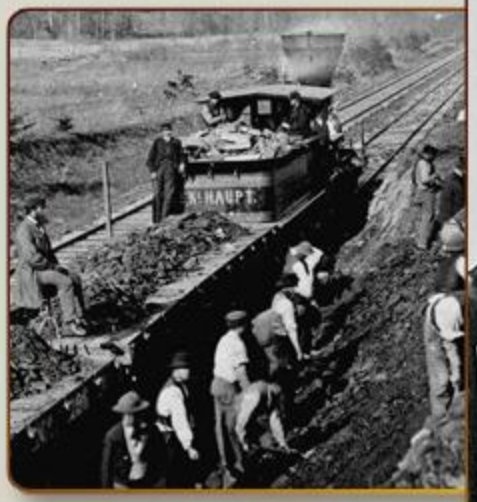
Tactical and Strategic

Tactical movement during the Civil War was still limited to distances covered by foot Soldiers and horses. However, rail and steamboats created new possibilities for strategic movements, but often required additional construction.

The completion of railroads to important logistics points such as Petersburg, Virginia, was critical in meeting strategic goals.

In 1862, Secretary of War Stanton appointed Herman Haupt as Chief of Construction and Transportation for the Department of the Rappahannock. Within five months, he rose from Colonel to Brigadier General as he served to oversee construction and administration of the U.S. Military Railroad (USMRR) in the Washington D.C. area.



Tactical maneuvering and transport still largely depended on the stamina and carrying ability of Soldiers and horses or mules.

However, new technologies presented strategic advantages in transport and Force Projection for both sides.

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Logistics

At City Point Logistics Base in Petersburg, steamships could bring Soldiers and supplies up the James River.

With the completion of the railway through Petersburg, these Soldiers and supplies could continue via wagon or to the southwest via rail.

This convergence of water and rail provided a means for strategic reach deeper into Confederate territory.

To meet demands, the Quartermaster Department hired out steamboats and employed laborers for construction of both railways and watercraft.

It was now apparent that the core competencies of transportation and supply units must evolve to include construction and engineering expertise.

Via the James River, steamships unloaded at City Point Logistics Base in Petersburg, Virginia where Soldiers and supplies were loaded onto railcars or wagons.

This convergence of water and rail provided a means for strategic reach deeper into Confederate territory.

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Key Points

The following key points were discussed:

KEY POINTS

- Military Transportation during the Civil War
- Attributes of Civil War Transportation
- Civil War military transportation in relation to tactical and strategic ends
- Influence of logistical needs on Transportation Core Competencies

You have learned how more modern modes of transportation were incorporated into military transportation during the Civil War.




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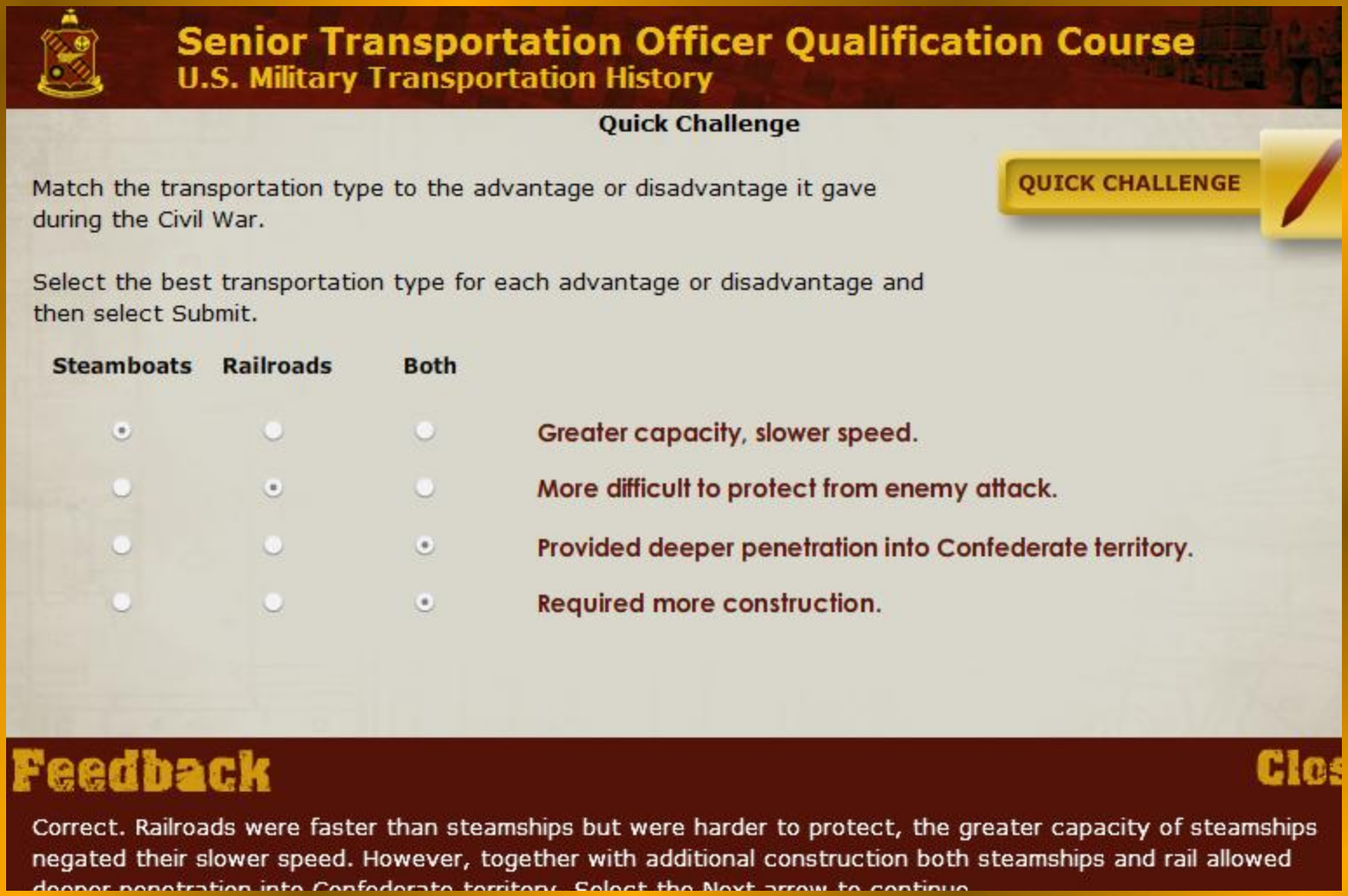

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Debarkation - Embarkation

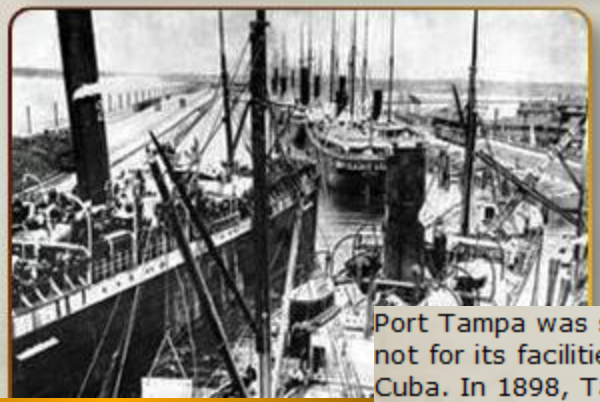
During the Spanish American War, debarkation systems were not in place and confusion was the norm as large volunteer forces were mobilized.

Army transporters worked with both the civilian railroads and the maritime industry to pull together a successful intermodal operation.

During landings of the Spanish American War, piers were inadequate and small boats would capsize in heavy surf. Horses and mules were forced overboard to swim ashore. Several horses and mules drowned.

Failures of the maritime industry to meet Army transport needs resulted in the establishment of the Army Transport Service (A.T.S.) under the Quartermaster Department.

The A.T.S. allowed the Army to own the ships that were manned by crews of civilian mariners.



Transportation systems to move large deployments were in their infancy during the Spanish American War.

Hardships and challenges were commonplace.

Port Tampa was selected as the port of debarkation, not for its facilities, but for its close proximity to Cuba. In 1898, Tampa was little more than a small tourist port built to accommodate small steamers bound for the Florida keys.

Frustration ran high as Soldiers coped with inadequate debarkation facilities and systems.

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Integration of Motorized Transport

The period from the Spanish American War through World War I was a sometimes painful integration of motorized trucks and wagons.

Trucks were obtained from various manufacturers and their sustainment proved challenging since parts were not interchangeable.

By the end of World War I:

- Inventories of steamships and trucks had increased dramatically.
- Motorized land transport had proven itself.
- Truck parts were standardized.

The period from the Spanish American War through World War I presented many lessons learned as motorized transport started to replace wagons and animals.

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World War II

In World War II, the Transportation Corps began the largest mobilization in its history.

Stories reveal how lessons learned led to success. These developments mobilized and sustained U.S. operations:

- Liberty and Victory ships.
- First containerized shipments.
- Amphibious vessels.
- Defeats in Kasserine Pass, Tunisia in 1943, were catalyst for the Red Ball Express.
- After the invasion of Normandy, the Red Ball Express truck convoy supported force projections.
- The Transportation Corps moved more than 30 million Soldiers within the continental United States; and 7 million Soldiers plus 126 million tons of supplies overseas.

The Transportation Corps, more than any other branch, reflects the ability of projected forces to reach their target and sustain their mission.

In early 1942, the supply chain suffered from lack of assets and poor coordination.

However, the Transportation Corps' ability to improve systems and use new technologies eventually led to victory on all fronts, depicted in a Hollywood movie.

TRANSPORTATION HISTORY

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Cold War Era

The alliance between the Soviet Union and the U.S. during World War II was punctuated with ever growing tensions as their underlying ideologies clashed.

The Cold War Era, 1945-1960, was an era of conflicting interests when mutual destruction between the Soviets and the U.S. was a prominent possibility.

The Cold War Era represents an escalation/dissipation of tension between:

- Soviet led aggression to expand communism
- U.S. led interest to preserve countries that practice democracy

Tensions eased:

- With Stalin's death in 1953
- With the realization that each superpower possessed hydrogen bombs
- When the influence over satellite nations weakened

After 1960, the U.S. and Soviet Union continued to collide via countries they sought to influence such as Cuba, Afghanistan, and Vietnam.

Struggles rapidly deescalated after the Soviet economic collapse of 1991.

The tensions between the U.S. and the Soviet Union continued to build after World War II.

The past alliance to defeat the Nazis, gave way to suspicion, distrust, and Soviet backed aggression against democratic states.

The Cold War was punctuated by events encouraged by Soviet interests and countered by U.S. involvement.

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Cold War

During the Cold War, many technologies were explored in an effort to maintain efficiency, especially in tactical areas.

Other Transportation Corps events during this time included:

- The successful sustainment of West Berlin when the Soviet Union cordoned off the city in 1948; the U.S. Army Transportation Corps hauled cargo from railhead to airports of departure and provided movement for distribution.
- Keeping the U.N. Forces supplied through three brutal Korean winters; by the time the armistice was signed, the Transportation Corps had moved more than 3 million Soldiers and 7 million tons of cargo.
- Helicopters first used in Korea.
- Exploration of new technologies.

The Berlin Airlift saved over 2.5 million people.

Statistics Berlin Airlift Cargo (short tons)					
	Flights	Total	Food	Coal	Other
USA	189,963	1,783,573	296,319	1,421,119	66,135
UK	87,841	541,937	240,386	164,911	136,640
France	424	896	unknown	unknown	unknown
Total	278,228	2,326,406			

The Cold War was a period of exploration and contemplation of how new technology could be applied on the battlefield.

However, one battle, supporting East Berlin, was won during the Cold War without firing a shot.

This effort, the Berlin Airlift, is testament to the capabilities and professionalism of the Transportation Corps.

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Key Points

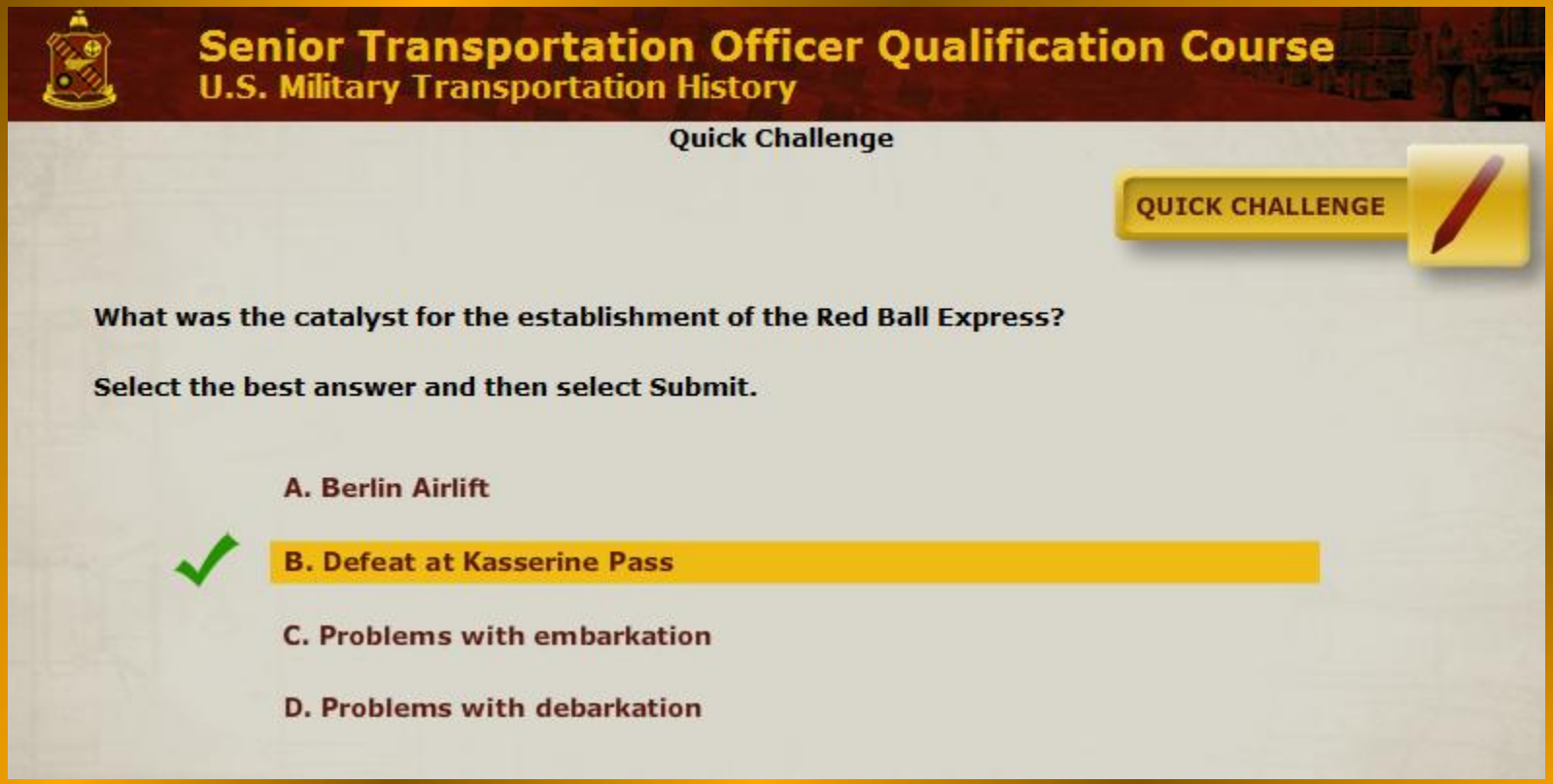
KEY POINTS

The following key points were discussed:

- The debarkation and embarkation challenges of the Spanish American War
- Integration of motorized transport
- World War II transportation challenges
- Berlin Airlift
- Cold War exploration of technologies

The period from the Spanish American War through World War II manifested some painful lessons learned as newer technologies and systems were integrated into military transportation.

TRANSPORTATION HISTORY



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Korea

The Korean Conflict was one of the first to employ helicopters; however, aviation assets were purchased through the Air Force and not easily acquired by the Army. Transportation included:

- H-13 Sioux Helicopter:
  - Patient litters are mounted outside the aircraft.
  - Used for wire laying, liaison, reconnaissance, and training.
- H-19 Chickasaw Helicopter:
  - Larger and could carry wounded inside or up to 10 passengers.
  - First cargo helicopter used in combat.
- Small Cessna fixed-wing aircraft L-19 could take off/land on small runways.
- Railroads were the primary carrier in Korea. The 3rd Transportation Military Railway Service (TMRS):
  - Improved degraded tracks.
  - Operated 14,000 miles of railroads.
- Roads were primitive:
  - Wounded transported over roads would often go into shock.
  - Over 2,700 miles of new roads laid during conflict.

The Korean War was one of the first to employ helicopters.

Roads were so primitive that wounded would often go into shock during transport; helicopter transport answered the call.

The story of the Korean War was popularized in the movie and later television show, MASH.

It frequently showed the Bell H-13 Sioux Helicopter delivering patients on skid mounted gurneys outside the aircraft, to the Mobile Army Surgical Hospital where the show's plots thickened.

TRANSPORTATION HISTORY

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Vietnam War

Continuous assessment, improvement of transportation modes and ingenuity on the front lines created an agile force that met the mission and saved lives.

For over a decade, the Transportation Corps provided continuous support for American and allied forces through an unimproved tropical environment.

The most diverse assortment of transportation units ever assembled continued to evolve to meet the challenges of the Vietnam Conflict.

Transportation craft included:

- **Watercraft**
- **Amphibious**
- Motor transport
- Transportation Corps aircraft
- **Air Cushioned Vehicles (ACV) SK-5**

The Vietnam War had its unique stories and challenges. Guerrilla warfare and tropical conditions tested both men and equipment.

Watercraft

The long coastline of Vietnam made cargo movement by vessel safer and more effective. Transportation Corps heavy boat companies primarily used:

- Landing Craft, Utility (LCU)
- Landing Craft, Mechanized (LMC)

Amphibious

The LARC series (Lighter, Amphibious Resupply, Cargo) of amphibious craft was a steel hulled amphibious cargo vehicle.

It typically carried 60 tons of cargo and 120 people. It was also known as a BARC (Barge Amphibious Resupply Cargo).

Air Cushioned Vehicles (ACV) SK-5

Only three hover craft SK-5 served in Vietnam. This led to operational challenges as training, maintenance, and repairs meant that often not all units were unavailable for duty.

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Aviation Vietnam

Helicopters became an icon of the Vietnam conflict. Vietnamese conditions proved a catalyst for an entire new generation of helicopters.

Hueys armed with only two M60D door guns were called Slicks because of their uncluttered external appearance. They were the backbone of all airmobile combat operations in Vietnam.

Unarmed MedEvac Hueys were called Dust Offs, because of the clouds of dust kicked-up, when landing.

The newer helicopters addressed deficiencies, each having its strengths and weaknesses.

Some smaller fixed-wing aircraft were also used in Vietnam. These smaller airplanes were valued because of their ability to land on shorter and more primitive runways.

Although previous helicopter designs served well in earlier conflicts, the Vietnam Theater required more battle hardened rotary-wing aircraft.

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Convoy Lessons Learned

Lessons learned from Colonel Joe O. Bellino's 8th Transportation Group regarding motor convoys in Vietnam included:

- Convoy security is directly proportional to the risk/threat
- Assessment of which routes are more hazardous and when
- Patrols with guntrucks along the route between convoy marches lessen chances of enemy regrouping
- Application of hardened convoy concepts
- Procedures implemented upon attack or when a vehicle is disabled

For further personal study, select Options and References to read Colonel Joe O. Bellino's 8th Transportation Group Report.

The convoy concepts developed in Vietnam still underlie the more technological robust convoy tactics employed in Afghanistan and Iraq.

Your appreciation of the challenges of Vietnam's motor transport will enhance your understanding of convoy force protection tactics in support of line haul duties.

TRANSPORTATION HISTORY

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Key Points

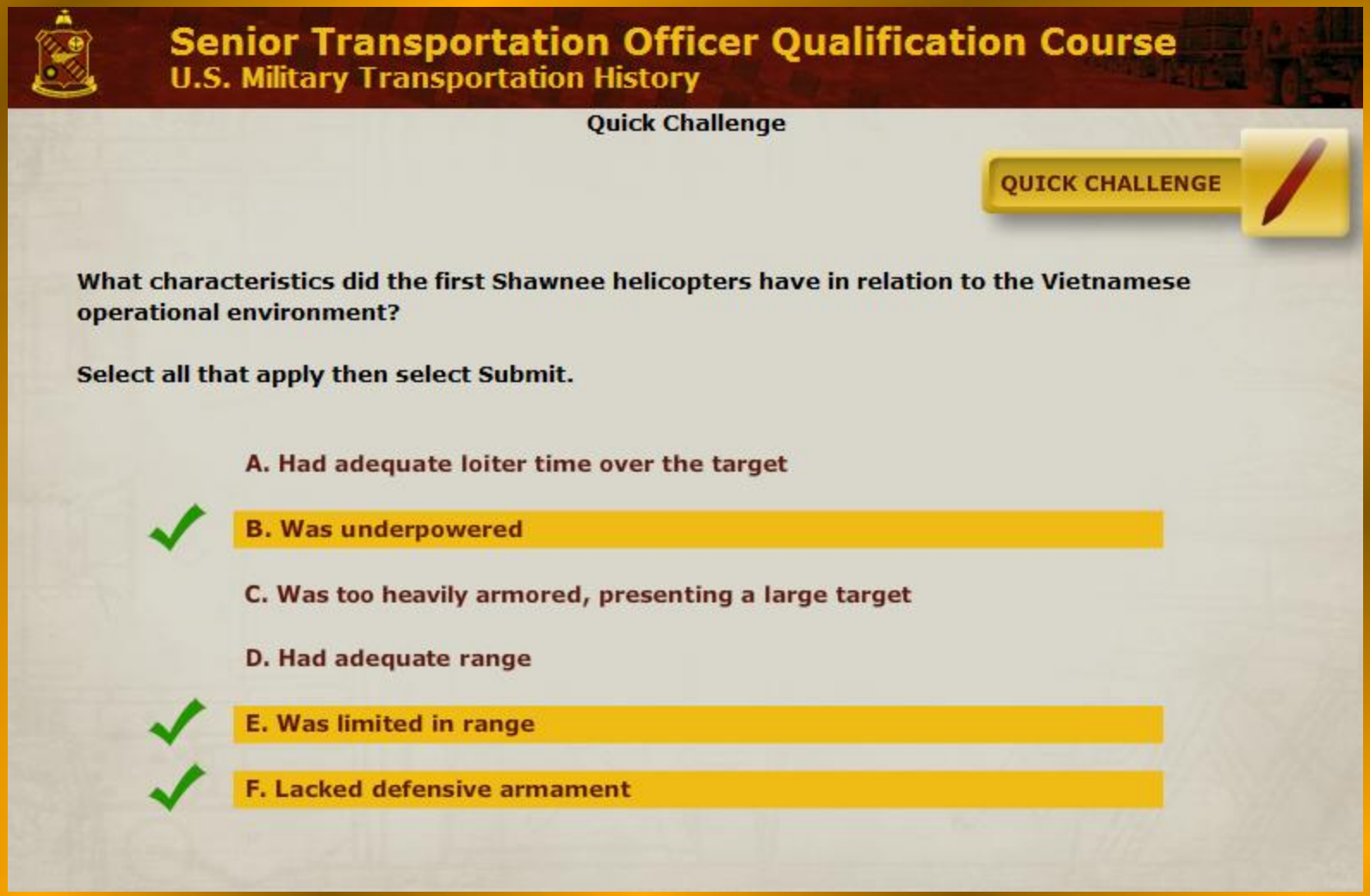
KEY POINTS

The following key points were discussed:

- The Korean and Vietnamese operational environment served to shape helicopter design and use.
- Convoy Concepts were first developed in Vietnam.

Technologies continued to develop and mature during the Korean and Vietnamese Wars.

TRANSPORTATION HISTORY



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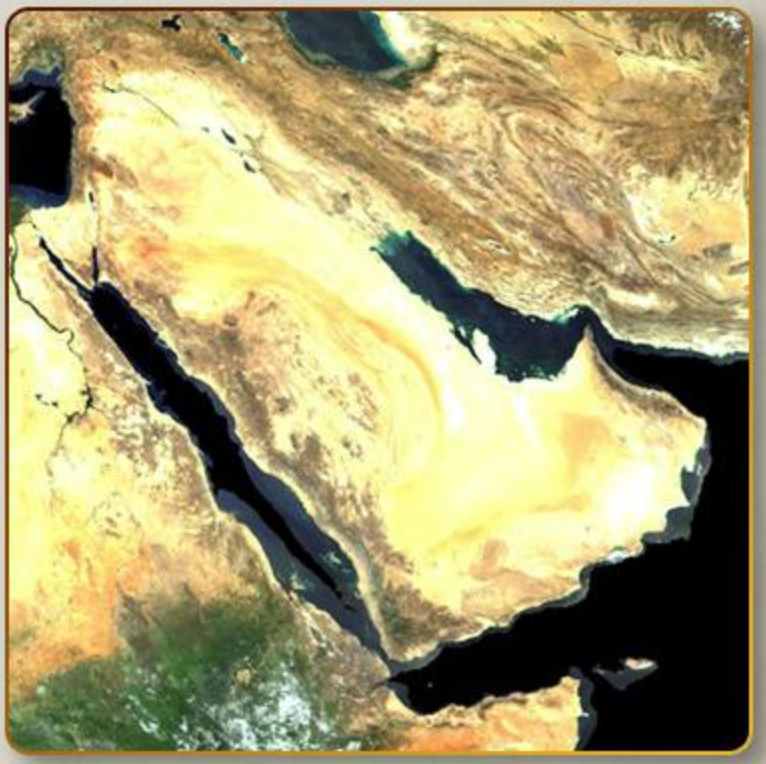
Desert Shield

In 1990, the Transportation Corps faced a great challenge with the onset of the Gulf War.

The operation involved:

- A worldwide coalition consisting of the U.S. Services and allied forces from 38 countries.
- Coordination of combat, sustainment and humanitarian support.
- Unlike the Kasserine Pass battles in World War II:
  - Preplanning and use of technologies for coordination and communication were fully implemented.
  - Allies were used in roles that suited and maximized their capabilities.

Over six months, during Desert Shield, forces converged and amassed supplies to support a planned response to Iraq's Kuwait invasion. However, support units would not be prepositioned; doing so would reveal combat strategies.



The first priority of U.S. forces was the transport of combat troops.

Army transportation units and the then Military Traffic Management Command, began the immediate deployment of combat forces on August 6 1990, only four days after the invasion of Kuwait.

The Military Traffic Management Command changed its name on January 1st, 2004, to the Surface Deployment and Distribution Command.

Prior exercises and planning had identified key issues before Saddam Hussein seized Kuwait.

This resulted in the ability of the Transportation Corps to quickly adapt and maintain an aggressive operational tempo.

TRANSPORTATION HISTORY

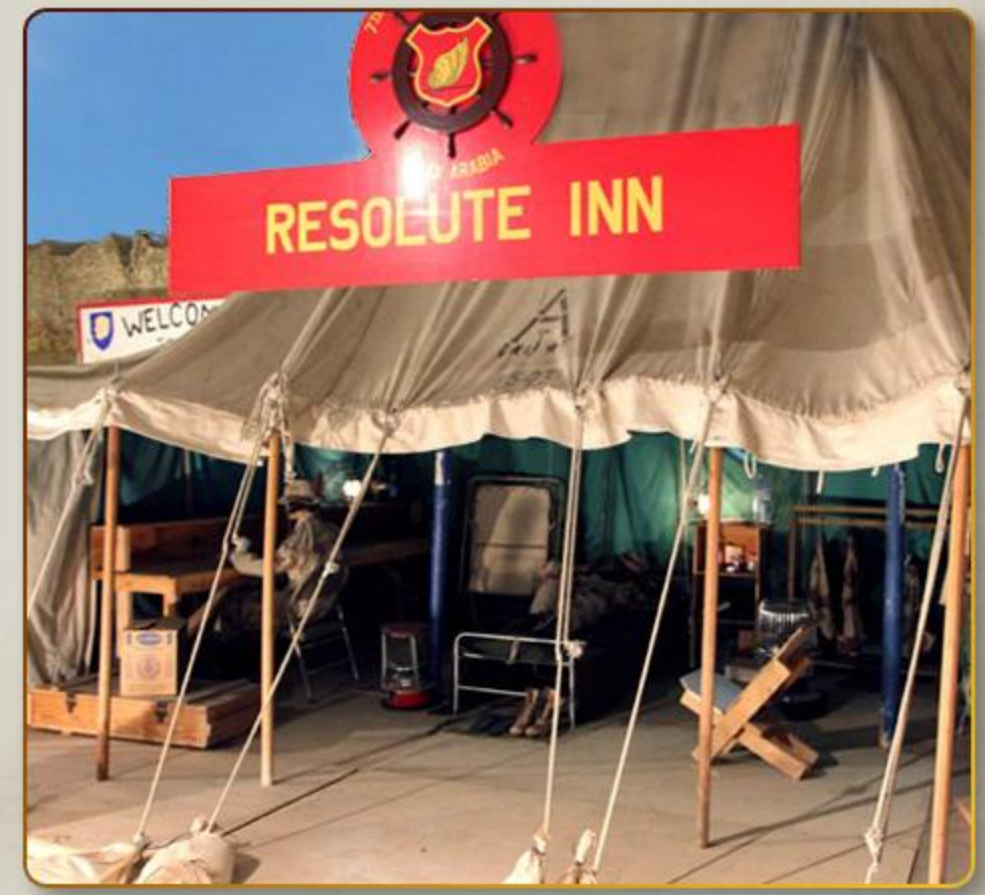
Challenges

As Desert Shield evolved to Desert Storm, logistical units were fully prepared to ensure units were adequately supplied.

Providing needed support resulted in a ratio of one point three logistical troops to every one troop attached to a maneuvering unit.

However, challenges still remained to include:

- Accommodations and support systems for U.S. and allied troops.
- Hiring of trucks and buses from local contractors.
- Few officers.
- Logistics Over the Shore (LOTS) operations conducted by Army watercraft for three months.
- Shortage of Army stevedores required host nation support to unload ships.



TRANSPORTATION HISTORY

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Connectivity and Coordination

The Army is transforming from the 20th century industrial age to the 21st century information age.

Desert Storm and Desert Shield demonstrated the use of these information technologies. Never had intelligence traced enemy movements with such accuracy or had maneuvering units had use of global positioning systems.

To successfully support combat units and maintain an element of surprise, sustainment units moved quickly into position once combat operations commenced.

Using modern technologies, planning tools and systems, the U.S. Transportation Corps coordinated:

- Carrier movements
- Troop airlift
- Port and Airfield Operations
- Watercraft Operations
- Army Diver Operations to secure the ports and other security
- Ground transportation

Table 1-1

ARMY DEPLOYMENT COMPARISONS

	WWII 7 Dec 41	Korea 1950	Vietnam 1965	Saudi Arabia 1990
FIRST 30 DAYS		–	–	–
Passengers Shipped To Theater				
Passengers Airlifted To Theater	29,839 Most by ship	11,990 Aug	16,300	38,083
Tons of Supplies & Equipment Shipped	–	76,965 July	–	123,590
Tons of Supplies & Equipment Airlifted	–	–	–	39,991
FIRST 60 DAYS				
Passengers Shipped To Theater		–	–	1,039
Passengers Airlifted To Theater	91,045 Most by ship	22,716	85,563	106,000
Tons of Supplies & Equipment Shipped		400,437	1.2 million	400,000
Tons of Supplies & Equipment Airlifted	560,160 Most by ship	–	38,564	106,000
FIRST 90 DAYS				
Passengers Shipped To Theater		–	82,800	1,453
Passengers Airlifted To Theater	138,424 Most by ship	32,357	85,562	183,030
Tons of Supplies & Equipment Shipped	836,060	979,833	1.3 million	1,071,317
Tons of Supplies & Equipment Airlifted	–	–	38,564	175,668

Source: Headquarters, Department of the Army, Community Relations Office.

During Desert Shield and Desert Storm, the Transportation Corps worked out of ports on three continents.

Utilizing technologies and pre-planning, the Transportation Corps effectively demonstrated its ability to deploy and sustain massive forces.

TRANSPORTATION HISTORY

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Humanitarian Operations

In 1995, the Army had an average of 22,200 Soldiers deployed operationally to more than 70 countries on any given day.

Highlights of these deployments included:

- Helping to promote democracy in Haiti.
- Deterring threats to regional stability in Southwest Asia and the Balkans.
- Maintaining the peace in the Sinai.
- Assisting refugees in the Caribbean.
- Treating the wounded in Croatia.

In the 21st century, even greater demands will be made on transportation and logistics.

The success of Desert Storm and Desert Shield confirmed the advantages of technologies to move and maneuver.

These capabilities are also valuable in humanitarian efforts conducted around the globe.

TRANSPORTATION HISTORY

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Iraq / Afghanistan

Operation Enduring Freedom in Afghanistan and Operation Iraqi Freedom used information age technologies to identify and engage the enemy and to use allied capabilities effectively.

Ongoing operations bring new challenges in enemy identification as combatants intermingle with civilians and use women and children as human shields and suicide bombers.

Transporters use new concepts and technologies to track convoys and protect cargo movements.

However, despite sophisticated technologies, the need for hardened convoy and guntruck concepts used 40 years earlier in Vietnam prove their worth against improvised explosive devices and enemy ambushes.

Force Protection is a primary concern to save the lives.

The Iraq and Afghanistan conflicts bring additional challenges as logistics conduct operations in primitive theaters where ambushes, human shields, suicide bombers, and improvised explosive devices are a constant concern.

Journal Narration:
Major Todd Brown served as a company commander in Iraq.

His book, Battleground Iraq, provides insights about the operational environment and first hand accounts. In his Journal, he recorded an interesting twist of events in June of 2003.

TRANSPORTATION HISTORY

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Transportation Corps Today

To facilitate integration of forces, the modular transformation is yielding new approaches to coordinate forces and logistics.

Execution of this coordination encompasses a global perspective and a cultural awareness of the geographic region occupied.

Humanitarian support given to Haiti after the 2010 earthquake demonstrates the responsiveness of transportation and logistics units.

The use of command and control for operational-level sustainment and distribution of supplies played a key role in support of ongoing logistical operations in Haiti.

The Modular Force structure of today's Army creates new demands on Transportation Units.

They must quickly adapt to working with joint and coalition forces, be aware of cultural differences, and continually build on lessons learned.

Journal Narration:
The Rapid Port Opening Elements put their skills and capabilities to the test during Haiti relief efforts in 2010.

Immediate relief needs and insight into the processes and planning required to support such an effort is discussed in this article excerpt.

TRANSPORTATION HISTORY

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Key Points

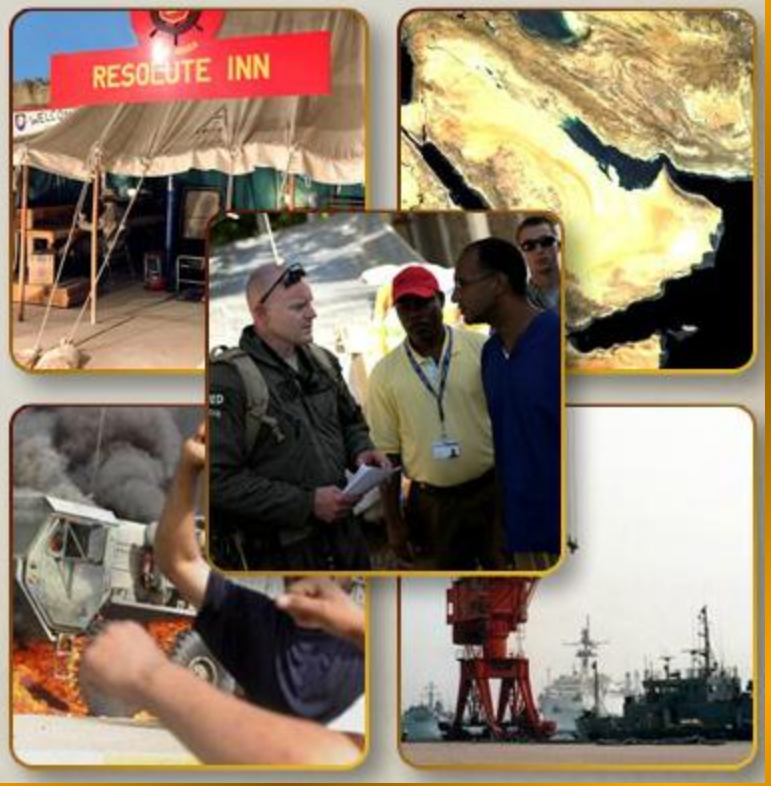
The following key points were discussed:

KEY POINTS

- Sustainment challenges during Desert Shield and Desert Storm
- Technology providing connectivity and coordination support
- Humanitarian operations
- Characteristics of the Afghanistan and Iraq Wars compared to earlier Wars
- Transportation Corps building on lessons learned

Recent Middle East deployments have demonstrated the advantages of new technologies to engage and sustain action against the enemy.

However, the Iraq and Afghanistan conflicts have presented challenges to these technologies.



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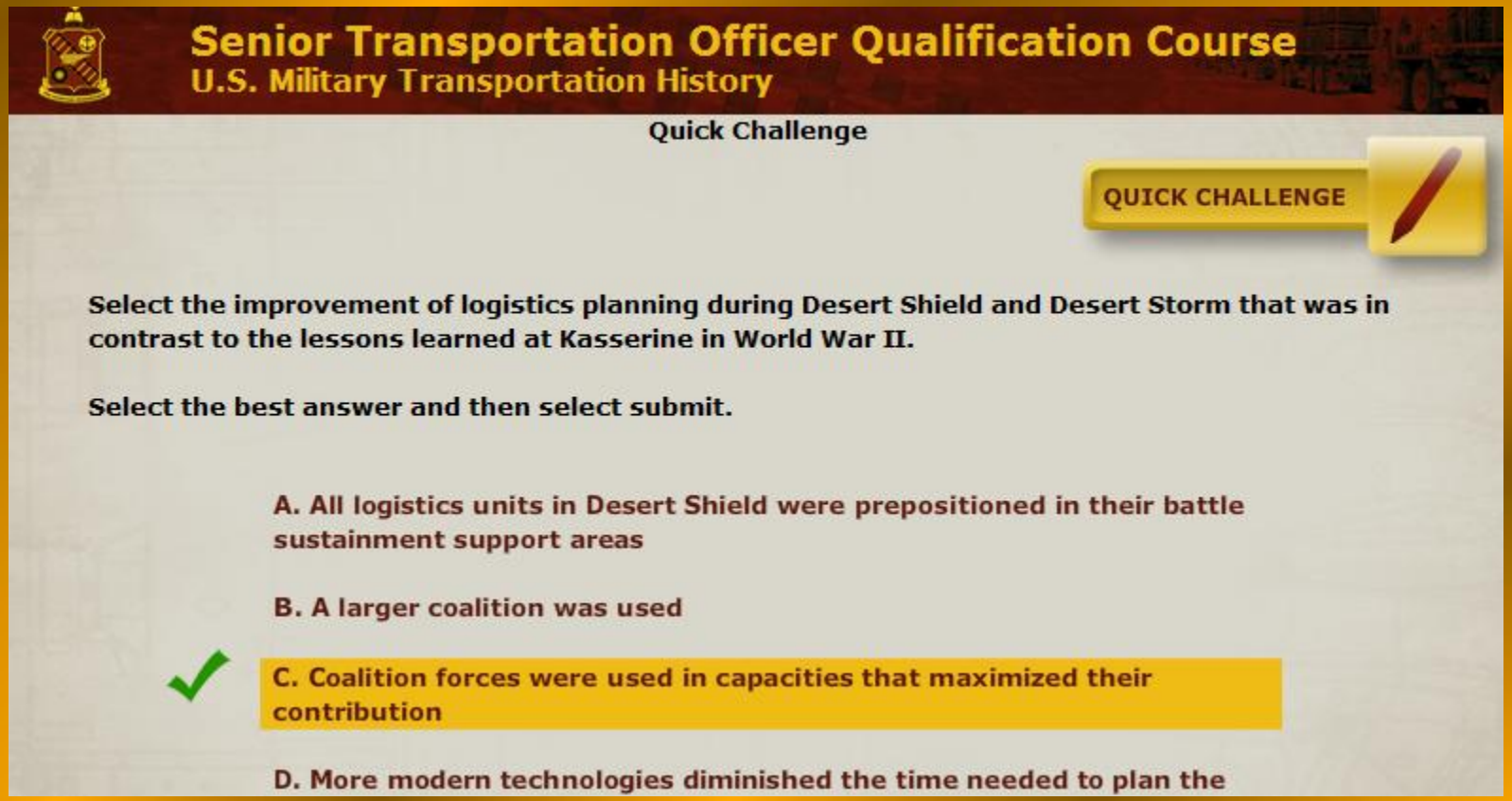

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Insignia and Symbols

Using the Transportation Corps colors brick red and gold, the regimental insignia has these transportation symbols:

- Car wheel - rail.
- Wing - air.
- Mariner's helm - water.
- U.S. highway marker shield on the spearhead - land.
- Spearhead has the motto 'Spearhead of Logistics'.

Logistics and transportation activities continue an interlinking relationship.

The shared heritage and lessons learned by Logistics, Quartermaster, and Transportation units, create a solid foundation for future success.

http://www.transportation.army.mil/historian/historian.htm
http://www.transportation.army.mil/insignia.html

TRANSPORTATION HISTORY

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88A Senior Transportation Officer Role

Transportation Officers have the opportunity to serve in a variety of duties from tactical to strategic missions. As a Sr. Transportation Officer, you may be employed as a transportation or logistical unit/activity commander.

You may also be a staff officer responsible for:

- Functional planning
- Coordination
- Procurement
- Assessment of transportation capabilities and the integration of transport functions, facilities, and plans
- Control of the movement of:
  - Materiel
  - Personnel
  - Personal property
- Correlation of all facets of transportation pertaining to:
  - Water
  - Air
  - Highway
  - Rail
  - Multi-modal transport systems

Transportation officers have the unique opportunity to be called upon to serve in either a tactical or a strategic capacity.

TRANSPORTATION HISTORY

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Transportation Duties / Assignments

The 88A Senior Transportation Officer may serve in a traditional transportation assignment or an assignment in logistics.

Specific transportation duties include:

- Division Transportation Officer (DTO)
- Movement Control Battalion (MCB)
- Terminal Battalions
- Rail Battalions
- Motor Battalions

Given the diversity of Transportation Corps competencies, there are a wide range of possible assignments.

TRANSPORTATION HISTORY

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Logistics Duties / Assignments

A logistics assignment may be in the area of support or planning.

Support Operations (SPO):

- Theater Sustainment Command/Expeditionary Sustainment Command TSC/ESC
- Sustainment Brigade
- Brigade Support Battalion (BSB)

As logistical planners and managers:

- S3-Training
- OP orders
- Organizational operations
- Strategic positions, Surface Deployment and Distribution Command (SDDC), TRANSCOM

Other possible assignments:

- Sustainment Brigade Transportation Branch
- Brigade Support Battalion (BSB)
- Brigade Combat Team (S-4)
- Key Developmental (KD) job - this terminology replaces Branch Qualified (BQ)

Given that the Transportation Corps is an integral part of logistics, assignments may fall into logistical areas listed here.

TRANSPORTATION HISTORY

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Transportation Corps Historical Preservation Sites

The spirit and history of the Transportation Corps continues to unfold as the future progresses.

Museums and transportation sites where other stories are waiting to be rediscovered include:

U.S. Army Transportation Museum

U.S. Army Quartermaster Museum

US ARMY CENTER OF MILITARY HISTORY

Dedicated to the Transportation Personnel that Fought and Died in Vietnam

TRANSPORTATION HISTORY

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Publications

Keeping up-to-date with developments in the field of transportation and logistics will be key to your continued success.

Publications that could benefit your role as a Senior Transportation Officer include:

- Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) publishes strategic mobility and deployment planning guidance, as well as strategic shipping vessel characteristics.
- Army Sustainment, Professional Bulletin of the U.S. Army Logistics.
- MILITARY LOGISTICS FORUM - The Publication of Record for the Military Logistics Community.

Knowing the stories of the past, weaved with current and future deployments in transportation, will enable you to be an effective Senior Transportation Officer.

TRANSPORTATION HISTORY

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Key Points

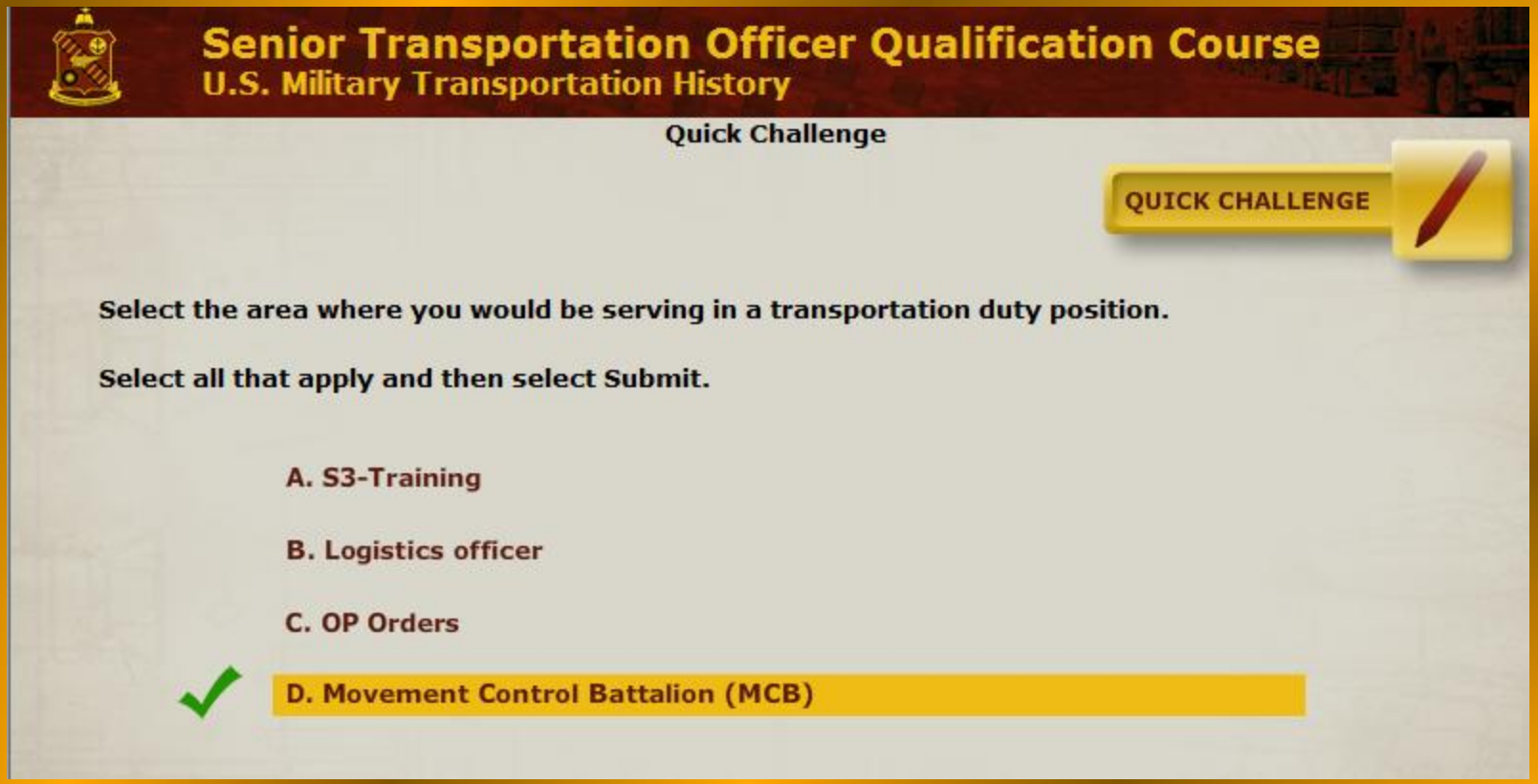
KEY POINTS

The following key points were discussed:

- Transportation Corps insignias and colors
- 88A Senior Transportation Officer logistics and transportation assignments
- U.S. Transportation Corps History Sites
- Transportation and Logistics Publications

As a Senior Transportation Officer, you have the unique opportunity to serve in strategic, tactical, logistics, or transportation assignments.

TRANSPORTATION HISTORY



TRANSPORTATION HISTORY

TRANSPORTATION HISTORY

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Summary

In this lesson, you have learned about U.S. Military Transportation History including:

- Transportation Corps establishment
- Mission statement
- Modes of transportation
- Transportation evolvement in war and peacetime
- Current Transportation Corps insignia and song
- Role of the 88A Senior Transportation Officer
- Transportation Corps preservation sites

Good luck on the assessment